

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 EB-07 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 PM-04 H-02 L-03 NSC-05

PA-01 PRS-01 SP-02 SS-15 USIA-06 ACDA-07 SAJ-01

TRSE-00 OMB-01 EURE-00 /077 W
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FM AMEMBASSY BONN

TO SECSTATE WASHDC PRIORITY 7839

INFO AMEMBASSY BERLIN

USMISSION USBERLIN

AMEMBASSY LONDON

AMEMBASSY PARIS

AMEMBASSY MOSCOW

USMISSION NATO BRUSSELS

AMEMBASSY BELGRADE

AMEMBASSY ANKARA

AMEMBASSY COPENHAGEN

AMEMBASSY VIENNA

AMEMBASSY THE HAGUE

C O N F I D E N T I A L SECTION 01 OF 02 BONN 05669

E.O. 11652: GDS

TAGS: PFOR, EAIR, WB, US, UK, FR, UR, DA, GE, TU, NL

SUBJECT: LANDING RIGHTS FOR NON-ALLIED CARRIERS IN WEST
BERLIN

REFS: (A) STATE 44625, (NOTAL); (B) BONN 20428, 1975;
(C) BONN 20380, 1975

SUMMARY: THE BRITISH HAVE PROPOSED A MODIFIED PLAN FOR
GRANTING NON-ALLIED LANDING RIGHTS IN THE WSB.
WITH CERTAIN RESERVATIONS WE AND THE FRENCH HAVE AGREED
TO RECOMMEND THAT IT BE ACCEPTED IN PRINCIPLE BY
AUTHORITIES. END SUMMARY.

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1. THE BRITISH HAVE PRESENTED TO US AND THE FRENCH A DRAFT WHICH WOULD BE SUBSTANTIVE PORTIONS OF DIPLOMATIC NOTE TO GOVERNMENTS OF AUSTRIA (AUA), DENMARK (SAS), THE NETHERLANDS (KLM), TURKEY (THY) AND YUGOSLAVIA (JAT) AND MEMO TO NATO ESTABLISHING A MODIFIED SYSTEM FOR GRANTING LANDING RIGHTS IN THE WSB. THE NOTE WAS DRAFTED IN LONDON. BEGIN TEXT:

THE (BLANK) EMBASSY/GOVERNMENT PRESENT THEIR COMPLIMENTS TO THE (BLANK) GOVERNMENT/EMBASSY AND HAVE THE HONOUR TO REFER TO THEIR NOTE OF 9 DECEMBER 1974 REGARDING TRAFFIC RIGHTS IN THE WESTERN SECTORS OF BERLIN.

THE GOVERNMENTS OF THE UK, US, AND FRANCE HAVE DECIDED TO MAKE A CHANGE IN THE ARRANGEMENTS SET OUT IN THE NOTE UNDER REFERENCE. BECAUSE OF THE NUMBER OF AIRLINES DESIRING TRAFFIC RIGHTS IN THE WESTERN SECTORS OF BERLIN, AND BECAUSE OF THE IMPORTANCE THE THREE POWERS ATTACH TO THE INITIATION OF SERVICES TO THE WESTERN SECTORS OF BERLIN BY AIRLINES IN ADDITION TO THOSE OF THE THREE POWERS, IT HAS BEEN DECIDED THAT TRAFFIC RIGHTS IN THE WESTERN SECTORS OF BERLIN, INSTEAD OF BEING GRANTED UNCONDITIONALLY TO THY AND KLM, WILL BE GRANTED TO SUCH OF THE FOLLOWING FIVE AIRLINES, NAMELY SAS, KLM, AUA, THY AND JAT, AS MEET THE CONDITIONS SET OUT BELOW. THESE AIRLINES ARE TO BE DIVIDED INTO TWO GROUPS, ONE COMPRISING THOSE WHICH WOULD OPERATE ON A NORTH-SOUTH ROUTE TO BERLIN (SAS AND KLM), THE OTHER COMPRISING THOSE WHICH WOULD OPERATE ON A SOUTH-NORTH ROUTE (AUA, THY AND JAT). THE PURPOSE OF THE CONDITIONS WHICH FOLLOW IS TO ENSURE THAT ONLY ONE AIRLINE WILL OPERATE ON EACH OF THESE ROUTES AT ONE TIME DURING THE INITIAL ONE YEAR TRIAL PERIOD.

FOR SAS AND KLM THE CONDITION IS THAT THE AIRLINE CONCERNED MUST BE THE FIRST OF THE TWO TO OBTAIN THE NECESSARY OVERFLYING RIGHTS ACROSS THE GDR TO FLY TO THE WESTERN SECTORS OF BERLIN ON A NORTH-SOUTH ROUTE (OR: FROM A POINT TO THE NORTH OF BERLIN). IN THE CASE OF CONFIDENTIAL

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AUA, THY AND JAT, THE CONDITION IS THAT THE AIRLINE CONCERNED MUST BE THE FIRST OF THE THREE TO OBTAIN THE NECESSARY OVERFLYING RIGHTS TO FLY TO THE WESTERN SECTORS OF BERLIN ON A SOUTH-NORTH ROUTE.

IN THE CASE OF THE GDR GRANTING OVERFLYING RIGHTS TO TWO OR MORE AIRLINES IN EACH GROUP SIMULTANEOUSLY, DIFFERENT CONDITIONS WILL APPLY. IN THE CASE OF SAS AND KLM,

TRAFFIC RIGHTS IN THE WESTERN SECTORS OF BERLIN WILL BE GRANTED TO SAS; AND IN THE CASE OF AUA, THY AND JAT, TRAFFIC RIGHTS IN THE WESTERN SECTORS OF BERLIN WILL BE GRANTED TO AUA, IF THEY ARE ONE OF THOSE GRANTED THE NECESSARY OVERFLYING RIGHTS, AND OTHERWISE TO THY. IN ALL CASES THE TRAFFIC RIGHTS WILL BE FOR TWO FLIGHTS A WEEK, AND THE AIRLINES CONCERNED WILL BE REQUIRED TO OPERATE ON ROUTES WHICH DO NOT CROSS THE FRG/GDR BORDER OR INTERFERE WITH THE OPERATION OF THE BERLIN AIR CORRIDORS.

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IN THIS WAY THE THREE POWERS HOPE BOTH TO PROTECT THE VITAL INTERESTS OF THE ALLIED INNER-GERMAN SERVICES, AND TO ENHANCE THE BARGAINING POWER OF OTHER AIRLINES WITH THE GDR, SO AS TO INCREASE THE CHANCES OF INITIATING ADDITIONAL SERVICES TO THE WESTERN SECTORS OF BERLIN. ONCE SERVICES HAVE BEEN INITIATED, IF AT THE END OF A ONE YEAR TRIAL PERIOD THE RESULTS OF THESE NEW SERVICES SHOW THAT NO ESSENTIAL INTERESTS HAVE BEEN JEOPARDIZED, THEN THE THREE POWERS WILL CONSIDER THE POSSIBILITY OF ADDITIONAL SERVICES BY THE REMAINING
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AIRLINES, ON THE BASIS THAT THE INNER-GERMAN SERVICES MUST NOT BE PUT IN JEOPARDY. THE THREE POWERS WILL EXPECT THE GRANT OF RECIPROCAL RIGHTS, WHICH THEY WILL HOLD IN TRUST IN THE INTEREST OF THE WESTERN SECTORS OF BERLIN, WITHOUT NECESSARILY EXERCISING THEM. END TEXT.

2. IN PRESENTING THE PAPER THE UK BONN GROUP REP (HITCH) EMPHASIZED THAT LONDON WOULD STILL PREFER TO STICK TO THE NOVEMBER 1975 ARRANGEMENTS BUT HAD COME UP WITH THE ABOVE PROPOSAL IN AN EFFORT TO MEET US AND FRENCH WISHES. REGARDING WHEN THE NEW SYSTEM MIGHT COME INTO EFFECT, LONDON BELIEVED THAT SINCE SAS AND AUA EACH HAD APPROXIMATELY THREE YEARS IN WHICH TO OBTAIN GDR OVERFLYING RIGHTS, THE PRESENT CARRIERS HAVING LANDING RIGHTS (KLM AND THY) SHOULD BE GIVEN AT LEAST A YEAR WHEN NO OTHER CARRIERS HAVE LANDING RIGHTS. THUS, LONDON WISHED THE NEW SYSTEM TO GO INTO EFFECT 1 NOVEMBER 1976. US AND FRENCH REPS SAID THEY WOULD STUDY THE UK DRAFT.

3. IN FOLLOW-UP MEETING, US REP WELCOMED THE BRITISH CHANGE OF POSITION. US REP SAID HE WOULD RECOMMEND HIS AUTHORITIES APPROVE IT IN PRINCIPLE. THE QUESTION OF TIME OF IMPLEMENTATION MUST, HOWEVER, EXPRESSLY BE RESERVED. IF WASHINGTON AND PARIS AGREED IN PRINCIPLE TO THE BRITISH OUTLINE, THE REPS WOULD THEN ENGAGE IN A DRAFTING PROCESS TO REFINE THE BRITISH PAPER. IN PARTICULAR, US REP BELIEVED THAT A RESERVATION ON REVIEWING THE GRANT AFTER TWO YEARS IF NEW SERVICES WERE NOT IMPLEMENTED SHOULD BE INSERTED IN THE PAPER. THE FRENCH REP INDICATED HE WOULD MAKE SAME RECOMMENDATION TO HIS AUTHORITIES.

4. SEE SEPTEL FOR REPORT OF IGS FARE INCREASE PACKAGE FOLLOWING-UP ON REF A.

5. COMMENT: UK SCHEME IS MAJOR MOVE IN POSITION WHICH WE BELIEVE SHOULD BE ACCEPTED. DIVISION OF CARRIERS INTO TWO GROUPS IS, OF COURSE, A LAST-DITCH EFFORT TO REDUCE THE NUMBER OF CARRIERS WHICH WOULD GO
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INTO WEST BERLIN IF THE GDR SHOULD SUDDENLY GRANT OVER-FLYING RIGHTS -- WHICH WE THINK IS VERY UNLIKELY. WE ARE INCLINED TO PUSH FOR IMMEDIATE IMPLEMENTATION, BUT WE CAN SEE THE UK POINT IN GIVING THE TWO NEW CARRIERS - KLM AND THY - AT LEAST ONE YEAR ON THEIR OWN TO PURSUE GDR OVERFLIGHT RIGHTS.

6. ACTION REQUESTED: THE DEPARTMENT APPROVE IN PRINCIPLE THE BRITISH PROPOSAL. REQUEST GUIDANCE ON TIMING OF IMPLEMENTATION.
HILLENBRAND

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